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ORIENTATION COURSE

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807th A.A.F.B.U.
BERGSTROM FIELD, TEXAS.

STUDENTS OUTLINE OF;

Director The Army School of Parachute Training Huntington, W. Va.	280.70-101 9 Oct 1943
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TROOP-CARRIER-AIRBORNE

Orientation Course

P.R.C.

00169710



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PURPOSE OF BOOKLET

It is the intent and objective of the following elementary outline to give to the students a condensation of the material as taught in the Troop Carrier Airborne Orientation Course. It is desired that each student retain this brief text for review purposes since participation in airborne maneuvers in Stages IV and V is forthcoming.

On 9 October 1943 the War Department issued Training Circular No. 113. Within this War Department Circular lie the official and proven principles which will govern the execution and employment of Airborne and Troop Carrier forces. It is of paramount importance that every student fully understand and grasp the contents of this document. Full cognizance and appreciation of the import of this circular will make for easier understanding of the numerous details which are so necessary for the successful execution of an Airborne Mission.

The spirit of this document is constantly embedded in the presentation of the Troop Carrier Airborne Orientation Course.

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SUMMARY

The following principles are so vital to the success of any airborne operation that they are repeated at the beginning of this publication.

Airborne and troop carrier units are theater of operations forces. Plans for their combined employment must be prepared by the agency having authority to direct the necessary coordinated action of all land, sea and air forces in the areas involved. This responsibility should not be delegated to lower headquarters since positive coordination can be insured only by the one agency in control of all elements.

The coordinating directive must be issued in ample time to insure its receipt by all agencies concerned, including isolated antiaircraft units and individual naval and other vessels.

Routes, altitudes, time schedules, and means of identification, both while in the air and on the ground must be known in advance by all concerned. Procedures must be prescribed which will insure that troop carrier aircraft which are on course, at proper altitudes and on the correct time schedules are not fired upon by friendly land, sea or air forces.

Plans should provide for the necessary preparation by troop carrier and airborne units to include training and practice operations and the concentration of these units in the departure areas.

Airborne units should remain under the direct control of the theater commander until they land in the ground combat area when control passes to the officer in command of that area.

SECTION I

GENERAL

1. Purpose.--This training circular is published to provide, in a single reference, information based upon experience gained in recent combat operations concerning the employment of airborne and troop carrier forces.

2. Definitions.--For purposes of use of particular terms in this text, the following definitions are given:

a. Airborne forces.--Army Ground Forces units which are specially organized, trained, and equipped to utilize air transportation for entry into combat. Normally such units will include parachute and glider borne elements. Airborne units should not be confused with other light units of the Army Ground Forces, many of which may be transported by air, which are not specifically organized, trained, nor equipped for this method of movement.

b. Troop carrier forces.--Army Air Forces units which are specially organized, trained, and equipped to transport airborne troops and supplies into combat. Troop carrier units should not be confused with elements of the Air Transport Command which have the primary mission of transporting personnel, supplies, and mail between theaters.

3. References.-This training circular does not in any way undertake to review basic doctrine as prescribed for the Army as a whole. For a general discussion of troops transported by air and of task forces see chapters 13 and 14, FM 100-5. For pertinent data relative to troop movement by air transport see chapter 10, FM 101-10. For supply of ground units by air see FM 31-40. For detailed discussion of aviation in support of ground forces see FM 31-35. For the command and employment of air power see FM 100-20. For a discussion of the tactics and technique of airborne troops see part I, FM 31-30.

4. Principles of employment.-a. Airborne troops ordinarily will be employed as a part of a combined effort, and their operations usually will be performed in close coordination with other military or naval forces.

b. Airborne troops are especially trained and equipped to accomplish specific missions. (See par. 5a.) They should not be employed on missions that can be more expeditiously and economically performed by other forces.

c. Airborne operations are difficult to coordinate. Therefore, airborne units should not be employed unless the situation indicates that their use is necessary for the accomplishment of the mission of the force as a whole. The inaccessibility of an objective to the ground force because of its geographical location will be a major factor in considering the employment of airborne forces.

d. Airborne troops should not be employed unless they can be supported by other ground or naval forces within approximately 3 days, or unless they can be withdrawn after their mission has been accomplished. No fire support, except from combat aviation, can be expected until contact is made with other forces.

e. Airborne troops should be employed in mass. The bulk of the force should be landed rapidly in as small an area as practicable.

f. Air superiority is a fundamental prerequisite for successful airborne operations. The degree of air superiority which can be attained will be a major factor in determining whether airborne operations should be initiated during daylight or under cover of darkness.

g. Realistic and thorough joint training for all units participating in an airborne operation should be conducted. Thorough training in technical aspects is not sufficient. Training for specific operations must cover all details and contingencies, and culminate in a rehearsal of the operation with conditions approximating as closely as possible those of the actual operation.

h. The altitude and route to be flown by troop carrier aircraft must be carefully selected and coordinated with all major elements of the participating forces.

(1) The routes selected should avoid naval convoys. If such is impossible, an air lane, not to be entered by naval vessels at prescribed times, must be clearly delineated. This lane must be of sufficient width to insure safe passage for the troop carrier aircraft.

(2) The route for troop carrier aircraft should be selected so as to avoid antiaircraft fire rather than attempting to gain altitude or use evasive action.

(3) Pathfinder aircraft with highly trained crews should be employed to precede the leading troop carrier flight to the landing area. Provision should be made for marking the landing area for later airborne flights.

(4) The initial approach to hostile positions should be made at low altitude in order to prevent early detection.

i. All participating units must be informed of scheduled airborne operations. Airborne troops must be advised of the identification means used by the ground troops with whom they may operate. Establishment of a common countersign and parole for all troops by the highest command is essential.

j. The following considerations affect the selection of landing areas:

(1) Airborne units must have a reasonable chance of being brought under effective command control before entering combat.

(2) The objective should be sufficiently close to the landing area to insure surprise.

- (3) If enemy strong points lie between the landing area and the objective, the terrain should be such that enemy positions can be bypassed.
- (4) Cover should be near the landing area, especially in daylight operations. Covered routes to the objective are desirable.
- (5) Terrain should be favorable for defense against armored attack.
- (6) Alternate landing areas should be previously selected, so that subsequent serials can be diverted if initial landing areas prove to be heavily defended or otherwise unsatisfactory.
- (7) The landing area must be easily identifiable from the air under the expected conditions of visibility. Two prominent check-points on the final approach path are desirable.

k. Successful employment of airborne and troop carrier forces will be dependent upon the following factors:

- (1) Achievement of the necessary degree of air superiority.
- (2) Suitable weather conditions.
- (3) Vital enemy objectives which are within the capabilities of the available airborne force.
- (4) Sufficient aircraft to transport the troops, equipment, and supplies required to accomplish the mission.
- (5) Adequate facilities at points of departure and suitable landing areas near the objective.
- (6) Capable airborne and troop carrier staff advisors for the theater or task force commander.
- (7) Sufficient time to carefully plan, coordinate, and conduct specialized training for the operation.
- (8) Complete and accurate information for advance planning.
- (9) Navigational aids and pathfinder aircraft.
- (10) Effective signal communication between the departure area and objective area.

SECTION II

PLANNING

5. Missions-a. Airborne units may be used as follows:

- (1) To seize, hold or otherwise exploit important tactical localities in conjunction with or pending the arrival of other military or naval forces.
- (2) To attack the enemy rear and assist a breakthrough or landing by the main force.
- (3) To block or delay enemy reserves by capturing and holding critical terrain features, thereby isolating the immediate battlefield.
- (4) To capture enemy airfields.
- (5) To capture or destroy vital enemy establishments, thereby paralyzing his system of command, communication and supply.
- (6) To create diversions.
- (7) To assist the tactical air force in delaying a retreating enemy until the main forces can destroy him.
- (8) To reinforce threatened or surrounded units.
- (9) To seize islands or areas which are not strongly held and which the enemy cannot easily reinforce.
- (10) To create confusion and disorder among the hostile military and civil personnel.
- (11) As a constant threat by their mere presence in the theater of operations thereby causing the enemy to disperse his forces over a wide area in order to protect vital installations.

b. Troop carrier units may be used as follows:

- (1) The primary mission of troop carrier units is to provide air transportation for airborne forces into combat; and to resupply such forces until they are withdrawn or can be supplied by other means.
- (2) The secondary mission of troop carrier units within the combat theater is:
 - (a) Emergency supply and evacuation.
 - (b) Ferrying of troops and supplies.
 - (c) Routine transportation of personnel, supplies and mail.

- (3) Troop carrier units must be diverted from secondary missions, by the highest headquarters in a theater, in ample time to allow complete preparation to accomplish primary missions.

6. Characteristics.--A knowledge of the powers and limitations of airborne and troop carrier forces is a prerequisite to sound tactical employment of these units. Only when employed to exploit their strongest characteristics and to minimize the effects of their inherent weaknesses can their maximum usefulness be obtained.

a. Airborne units.--(1) Favorable characteristics:

- (a) Wide latitude in selection of suitable objectives.
- (b) Capability to strike deeply into hostile territory and exploit fully the elements of speed and surprise.
- (c) Detrimental effect upon enemy morale.
- (d) Capability of operating day or night.
- (e) Capability of operating against selected limited objectives within a relatively small area.
- (f) Opportunity usually afforded to prepare and rehearse for a specific operation.

(2) Unfavorable characteristics:

- (a) Dependent upon favorable weather conditions for employment.
- (b) Mobility after landing is limited to use of captured vehicles or those which have been transported by air.
- (c) Extremely vulnerable to attack by hostile armored elements and to attack by any hostile forces during landing and assembly.
- (d) Staff planning and coordination are complicated and require considerable time.
- (e) Limited information with which to operate in strange territory.
- (f) Difficulty in assembling after landing and establishing command control.
- (g) Not equipped for sustained action.

b. Troop carrier units.--(1) Favorable characteristics:

- (a) Capability of transporting personnel and equipment of airborne forces to any desired area within the operating range of the aircraft.
- (b) Capability of operating by day or night.
- (c) Opportunity usually afforded to prepare and rehearse for accomplishment of a specific operation.
- (d) Equipped with best available aircraft for transporting airborne units.
- (e) Equipped with gliders capable of landing in unprepared, restricted areas.
- (f) Equipped with special navigational aids for locating objectives in hostile territory.

(2) Unfavorable characteristics:

- (a) Lack of speed, armor, and armament.
- (b) Dependence upon fighter cover; low altitude operation, route selection, or poor visibility conditions for security.
- (c) Difficulties in navigating to specific objectives imposed by the probable necessity of operating at low altitude and under conditions of poor visibility.

7. Weather.--Weather is an important factor in airborne operations and must be studied carefully during the planning phase. In combined operations, in the event of unexpected weather conditions, commanders must be prepared either to postpone launching the main attack, or to operate without airborne forces.

8. Time to initiate operations.--a. Airborne units must be prepared to operate by day or night since no invariable time can be prescribed for such operations.

- (1) When operating in conjunction with ground forces only, the time of attack should be so coordinated as to give maximum assistance to the main effort.

- (2) When operating in conjunction with amphibious forces, experience in combat has indicated that the airborne attack should be so timed that it precedes that of the amphibious force. Essential surprise must not be lost by premature action; therefore the airborne troops must usually land under cover of darkness.
- (3) In night operations, unless a quarter moon or better is assured, accurate mass dropping of parachute troops and glider landings are not feasible.
- (4) Where proper conditions for a daylight attack exist, such as in the operations in New Guinea, daylight operations afford greater chances of success than a night operation.
- (5) Daylight landings in conjunction with opportune use of smoke will combine some of the advantages of both a day and night operation.

b. Airborne operations carried out at night have the following advantages:

- (1) The chances of surprise are greatly increased, because of the exact area of landing and the strength of the force employed cannot quickly be determined by the enemy.
- (2) Attack by enemy aircraft during the air movement is less likely.
- (3) Aircraft and gliders are less vulnerable to anti-aircraft fire.
- (4) The final preparations for take-off can be concealed from the enemy.

c. Operations at night have the following disadvantages:

- (1) A much higher state of training of pilots and airborne troops is required.
- (2) Operational difficulties in landing, a slower rate of arrival, and difficulty in assembling and regaining command control must be accepted.

d. In some instances a combination of a night take-off followed by a daylight or dawn landing, or a daylight take-off followed by a dusk or night landing may be a proper compromise.

9. Command and coordination.--a. Airborne operations require the highest degree of coordination between all participating units.

b. The commander-in-chief or field force commander, who controls all participating forces, is responsible for the planning of an airborne operation. This responsibility should not be delegated to lower headquarters since the necessary coordination can be made only by the one agency which controls all elements.

c. The airborne operation should be an integral part of the basic plan. To superimpose an airborne operation on a major operation already planned will rarely, if ever, be successful.

d. The airborne and troop carrier commanders concerned will develop the detailed plans for the concentration of troops, the air movement, and the tactical operation at the objective. Troop Carrier-Airborne Standing Operating Procedure should be developed and followed for all airborne operations. During the planning phase, contacts by all commanders and staffs concerned with the operation should be intimate and continuous. Commanders of airborne and troop carrier forces should be authorized to communicate directly in all phases of operational planning.

10. Importance of simplicity.--The plan must be simple and flexible. The following should be avoided:

- a. A complicated plan for distribution of troops at departure airfields.
- b. Insufficient allowance in air movement tables for operational delays in take-off, assembly of formations, rendezvous, landing, and preparation for subsequent serials.
- c. Directional changes in the route at other than prominent check points.
- d. Selection of glider release points and parachute landing areas without careful consideration of unexpected variables such as deterioration of visibility, wind changes, and smoke, dust, and fires caused by bombing.
- e. Use of landmarks difficult to locate from the air.
- f. A complicated scheme of landing.
- g. A plan completely dependent upon the arrival of any one subserial or ground unit.
- h. Interference between arriving and returning aircraft.

SECTION III

EXECUTION

11. High command responsibilities.--a. Initially the airborne forces should operate directly under the field force commander. Upon arrival in the ground combat area the airborne units are employed.

b. During night air movement and landings, great care must be taken to insure that military and naval bombardment does not so light up the ground by explosions and fires, with resultant dust and smoke, that recognition of routes and landing areas becomes impossible.

12. Troop carrier commander's responsibilities.--Since the air movement is essentially an air operation, the delivery of airborne troops to their destination is a responsibility of the troop carrier commander. He will--

a. Prescribe the use and allocation of troop carrier units in a manner as favorable to the requirements of the airborne commander as technical and tactical conditions permit.

b. Prescribe all details for the air movement to include times, routes, altitude, speed, rendezvous, check points, use of navigation aids, and other means of controlling or regulating the flight to the objective area.

c. Accomplish resupply missions.

13. Airborne commander's responsibilities.--a. To assemble troops, equipment, and supplies at designated air bases.

b. To prescribe the tactical plan for the ground operation after landing.

c. To indicate the ground mission to be performed by glider pilots after landing and pending evacuation.

d. To establish resupply requirements and arrange for delivery to departure air bases.

14. Airborne and troop carrier commanders' joint responsibilities.

a. To designate troops and aircraft that depart from specific air bases.

b. To supervise loading of troops, equipment, and supplies.

c. To select landing areas.

d. To plan and supervise resupply.

15. Retention of initiative.--After capturing the objectives it is most important that the initiative be retained. This may be done by--

a. Raiding enemy headquarters.

b. Ambushing hostile forces.

c. Harassing enemy communications.

d. Maintaining vigorous counterpatrol activity.

16. Identification.--Recognition of troop carrier formations is a mutual responsibility of all friendly forces. Procedures must be prescribed which will insure that troop carrier aircraft, which are on course at the proper time and proper altitude, will not be fired upon by friendly forces.

(A.G. 370.5, 9 Oct 43.)

BY ORDER OF THE SECRETARY OF WAR:

G. C. MARSHALL,
Chief of Staff.

OFFICIAL:

J. A. Ulio,
Major General,
The Adjutant General.

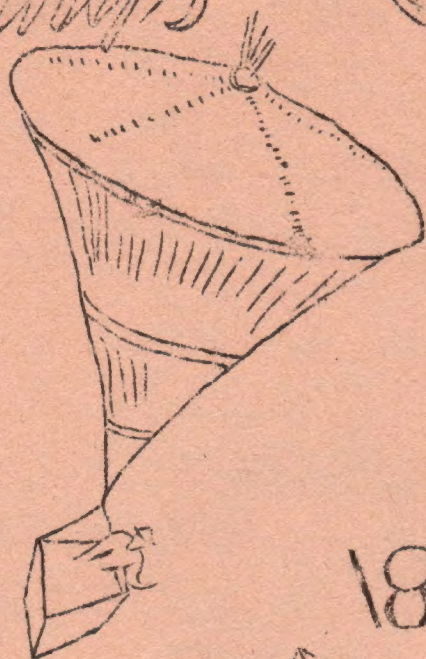
Reproduced at Bergstrom Field, Austin, Texas, 7 July 1944

Garnerin's BALLOON
PARACHUTE

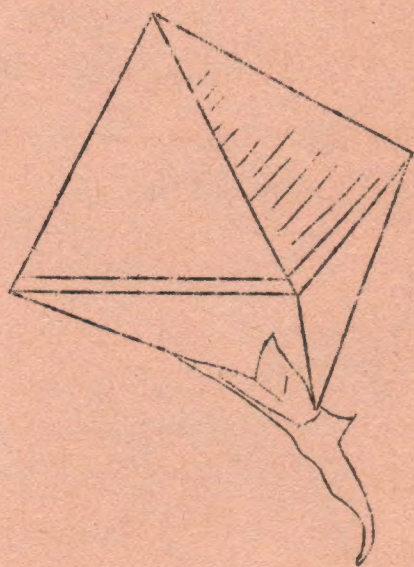
Cooking's

1837

INVERTED
CONE
CHUTE



1800



Da Vinci's

IMAGINATION

1495

-----CONFERENCE-----
I and II

INTRODUCTION

MISSION

DEVELOPMENT OF THE PARACHUTE

TYPES AND CONSTRUCTION OF PARACHUTE TF-153

VERTICAL ENVELOPMENT

A/B MISSION

PARACHUTE TRAINING IN
AMERICAN ARMY (TF 31-1231)

COMBAT EQUIPMENT

INSPECTION OF PERSONNEL

TYPES AND NOMENCLATURES
OF PARACHUTES

INSPECTION OF AIRPLANE

I MISSION

1. MISSION OF THE TCC A/1 ORIENTATION COURSE

It is the mission of this Parachute Detail to acquaint, instruct and familiarize aircraft personnel of the Troop Carrier Command with the general organization, operation and procedure of the Parachute Units of the U.S. Army.

2. MISSION OF TROOP CARRIER

a. Troop Carrier Units are combat units. Their primary mission is to deliver and arm ground force combat teams at strategic points by:

- (1) Dropping parachute troops and equipment.
- (2) Delivering gliders with troops and equipment.
- (3) Landing aircraft loaded with troops and equipment.

b. The secondary mission of Troop Carrier is:

- (1) The reinforcement and resupply of ground troops.
- (2) Evacuation of wounded. *

II DEVELOPMENT OF THE PARACHUTE

1306 - CHINA	Acrobatic jump with umbrellas at Emperor's Coronation.
1495 - LEONARDO DA VINCI	First proponent and establishment of "Physics" of the parachute.
1617 - VETRANZIO	First actual jump from high tower in Venice.
1776 - MONTGOLFIER	Launched first balloon and parachute-balloon.
1800 - GARNERIN	Made an 8,000 foot Parachute Balloon jump--- "Oscillation" first observed.
1837 - COCKING	Died in experiment to eliminate oscillation using the inverted cone parachute.
1900 - CAPT. T. BALDWIN	Jumped with first "Harness" type parachute from balloon.
WORLD WAR I	Caused rapid development of the parachute by the Allies and Germans alike--- too heavy and not too reliable--- Floyd Smith (American) made the greatest single contribution to the parachute today.

- 1919 - IRBING First man in the world to use and wear the parachute "pack" and make a free jump.
- 1942 - ARTHUR STARNES Made a jump from 7 miles above the earth, rip cord not pulled until 2,000 feet above ground. Kept radio contact, announcing speed and sensations. Fell 225 miles per hour (325 feet per second).

III VERTICAL ENVELOPMENT

- 1918 - General Billy Mitchell presented the idea of "Flying over the impassable Western wall and hurling down upon the enemy." This early doctrine of vertical envelopment was not executed.
- 1930 - Russia actually applied tactical parachuting in army maneuvers.
- 1935 - Whole Russian Airborne Division was moved from Moscow to Vladivostok (about 3,000 miles).
- 1936 - A detachment from the German Luftwaffe School participated in the Spanish Revolution, experimenting and establishing parachute strategy and technique by way of vertical envelopment.
- 1940 - The U. S. Army established parachute training units at Fort Benning, Ga. until today the Parachute School at Fort Benning, Ga. is the best and largest Parachute School in all the world.

The parachute as a weapon has created new forms of combat. It has made for a technical evolution. "To assess the effect of this new weapon (vertical envelopment) are essential conditions of success in battle." *

IV AIRBORNE MISSION-----AIRBORNE DIVISION ORGANIZATION **

1. Assist in capture of beach heads.
2. Cutting important communication lines.
3. Demolition of various structures.
4. Securing landing fields for aircraft.
5. Blocking counter-attacks.
6. Strategic threat -- fighting reserves.
7. Disorganization of enemy command structure.
8. Blocking retreat of defeated forces.
9. Preventing enemy from destroying supplies that may be used by advancing forces.
10. Military and semi-military missions.
11. Sacrifice Missions.

NOTE: See Par. 5, Section II of WD Training Circular #113, 9 October 1943, attached hereto.

V PARACHUTE TRAINING IN THE AMERICAN ARMY T.F.-31-1231

This training film showed the extensive training of the American Army Parachutist. It gave the student simple parachute nomenclature and jumping technique used by Army Parachutists -- a technique which the students themselves can apply if ever they have the occasion to make an emergency parachute jump.

* Reference - Par. 2, German Field Manual.

** See A/B chart.

AIRBORNE DIVISION 506-29-7970

HQ
 HEADQUARTERS
 50-6-78
 MD
 Plat



HQ & HQ
 15-2-217
 SV Co
 5-1-72
 GLEDER
 Bn
 23-0-601
 TOWER
 Bn
 22-0-621

Attached
 " CH P
 BAND
 HQ & HQ
 3-2-3-17
 SV Co
 21-0-3372

PROGT Bn
 35-0-495
 PROGT Bn
 35-0-495
 PROGT Bn
 35-0-495

NOTES:

- (a) Now ratio; 2 Inf, Progt, Reg; 1 Inf, Glider Reg.
- (b) Number of planes needed for parachute unit movement dependent upon length of flights and type of combat equipment carried.

7-9 PLANES
 Required per
 CO.

HQ & HQ
 11-0-138
 FILE CO
 0-0-119
 RIFLE
 Co
 0-0-119
 RIFLE Co
 0-0-119

31-10 P) ones
 140-5-188

- a. Pack Type.
- b. Suit Type.
- c. Quick Attachable Chest (Q.A.C.).

NOTE: Parachute description chart for detailed information.

IX INSPECTION OF AIRPLANE

1. Inside Ship:

Chin on anchor line cable to see if it is secure - look for fraying and rust.

Inspect sail out bell - Jump Light - Parachute Control Switch Box - Jumpmaster's Release and Manual Release

Inspect for necessary friction on floor

Inspect and check Fire Extinguishers - and Safety Belts - first aid kits (at least three)

Ballast in tail removed if parachutists are to be jumped

Check on sick buckets

Check Cabin emergency exits and emergency exits in pilot's forward compartment

Check for security and C. of G. of door loads

Check location of main axle

2. Outside Ship:

Only Parachute Exit Door to be removed

All protrusions - langes, handles, hooks, etc. of the door frame and the cargo door must be completely and thoroughly taped.

Junctions of fuselage and horizontal stabilizer taped

Check security of Pack Racks and aerial delivery containers in Pack Rack

3. Certification -- Pilot and Jumpmaster will comply and sign appropriate parts of Form C which are returned to the Airborne Division Officer before take-off. Signing of Form C signifies that the above proper pre-flight inspection was jointly made by the Pilot and Jumpmaster of the ship concerned.

VI COMBAT EQUIPMENT

A parachutist with full combat equipment (120 lbs) was demonstrated to forcefully emphasize the importance of maintaining proper jump speed, which is 110 miles per hour. Excessive speed will mean loss of equipment, increased parachute mal-functions and great shock on the individual jumper.

VII INSPECTION OF PERSONNEL

Inspection of jumpers is the responsibility of the Parachute Jump-Master concerned. However, since the pilot himself is concerned with the outcome of the jump, he should have a general background of the personnel inspection that is executed.

JUMPMaster CHECK LIST FOR PERSONNEL

A. Prior to Explaining--

1. Harness:
 - (a) Snug and properly adjusted.
 - (b) Fasteners snapped.
 - (c) Shoulder Adapters properly adjusted.
 - (d) Back Strap Adapters properly adjusted.
2. Static Line:
 - (a) Retaining Loop.
 - (b) Over Shoulder.
 - (c) Check Anchor Line Snap Fastener.
3. Reserve Parachute:
 - (a) Riser Snaps secured.
 - (b) Rip Cord Pins.
 - (c) Elastic & Pack Tabs.
4. Body Straps secure.
5. Static Line Loops on back pack.
6. Junction of static line & Pack Cover.
7. Pack Cover Lacing
8. Riser Tacking.
9. Feel over entire pack.

B. Prior to Jump--

1. Before "Hook-up!":
 - (a) All harness fitting secure.
 - (b) Reserve Pack secure.
 - (c) Static Line over shoulder.
2. After "Hook-up!":
 - (a) Anchor Line Snap Fastener locked.
 - (b) Static Line over shoulder.
 - (c) Static Line away from head.
 - (d) Position of Jumper in door.

C. General--

All personnel in proper physical and mental condition.

VIII TYPES AND NOMENCLATURE OF CHUTES

1. The various parachutes were demonstrated to show that parachutes were of two types:
 - a. Free Station Type;-- Rip cord -- free jump.
 - b. Semi-Fixed Station Type; -- Mechanically opened by static line; Parachutists Chute.
2. The classification of chutes are within the following scope:

FORM C

Date _____

Squadron _____ A/C Type----- AC No. _____

AC No. (as per Form B)----- Order Of Take- Off ----- Order over D.Z.

Crew

Rank	Name	Serial Number
Pilot		
Co-Pilot		
Crew Chief		
Navigator		
Radio Operator		
Radio Operator		

Inspection Completed- _____

Signed _____

Form "C" Part 11 Juroraster's Plan

1/3 No. (as per Form B)

1213

7-130-7-21

[illegible]

Inspection Completed

Signed _____

CHUTE INFORMATION CHART
HANGSTROM FIELD, TEXAS

TYPE	DECS.	DIA. OF CANOPY *	LENGTH OF SUSPEN. LINES	PILOT CHUTE	WEIGHT LOAD OF WEARER	WEIGHT OF CHUTE	NUMBER OF PANELS	MEANS OF OPENING	RATE OF DESCENT FT. PER SEC.
FREE									
S-1	Seat	24 Ft.	16 Ft.	Yes	No Limit	23.75	24	Ripcord	16-24
AW 6510	Seat	24 Ft.	16 Ft.	Yes	No Limit	22.	24	Ripcord	16-24
S-2	Seat	28 Ft.	22 Ft.	Yes	No Limit	25.5	28	Ripcord	14-20
AW 6511	Seat	28 Ft.	22 Ft.	Yes	No Limit	23.75	28	Ripcord	14-20
B-7	Back	24 Ft.	16 Ft.	Yes	No Limit	20.	24	Ripcord	16-24
AW 6512-1	Back	24 Ft.	16 Ft.	Yes	No Limit	20.	24	Ripcord	16-24
B-6	Back	24 Ft.	16 Ft.	Yes	No Limit	19.	24	Ripcord	16-24
A-2	Quick attach-able chest	24 Ft.	22 Ft.	Yes	No Limit	22.	24	Ripcord	16-24
AW 6513-1 (Square Pack)	Quick attach-able chest	24 Ft.	20 Ft.	Yes	No Limit	20.5	24	Ripcord	16-24
AW 6513-1a (Barrel Pack)	Quick attach-able chest	24 Ft.	16 Ft.	Yes	No Limit	20.5	24	Ripcord	16-24
T-3	Chest Back	22 Ft.	15 Ft.	Yes	No Limit	33.	20	Ripcord	17-28
		28 Ft.	22 Ft.	Yes	No Limit		28	Ripcord	14-20
Attached T-5	Chest* Pack	22 Ft.	15 Ft.	No	No Limit	36.	20	Ripcord Static Line	17-26
		28 Ft.	22 Ft.	Yes	No Limit		28		14-20

- - - - - CONFERENCES - - - - -

III and IV

COMBAT REPORT

COMMAND SEQUENCE

EMERGENCY PROCEDURE

GERMAN PARACHUTE TROOPS IN
COMBAT (T.F.- MISC. 912)

JUMP ATTITUDE

S.O.P. PROCEDURE

I - COMBAT REPORT

Confidential combat reports were read, stressing how the negligence of the "little" things were often the cause of needless death and the failure to accomplish the mission in battle. Students are cautioned to remember that they are combat teams being trained to fight. Hence they must set themselves in the proper mental attitude.

II - EMERGENCY PROCEDURE

Training Memorandum No. 2, dated 18 January 1943, Headquarters Airborne Command, Army Ground Forces, Fort Bragg, North Carolina covers instructions to be followed by airborne units prior to flight, during flight and when crash landing is eminent.

EMERGENCY PROCEDURE TAUGHT AIRBORNE UNITS

1. Prior to flight in a plane or glider, all officers and men will be checked by organization commander as to their parachute equipment.
2. The pilot will be sure to ascertain that a parachute is available and fits each individual.
3. The parachute will be conveniently located and made known to the occupant.
4. Operation and location of emergency exits will be explained by pilot.
5. The emergency signal will be explained by the pilot as well as abandon ship procedure.
6. All occupants will be shown location of the fire extinguishers.
7. Aircraft will be equipped with sufficient number of safety belts which are worn on all take-offs and landings.
8. When crash landing is eminent, the senior officer will be responsible for maintaining proper discipline - will order all occupants to fasten their safety belts and all orders which he deems necessary. After landing he will be responsible to see that everyone leaves and is taken from the aircraft immediately and will order them to remain at a safe distance from aircraft.
9. After an emergency landing, it will be the duty of the pilot to
 - a. Secure necessary medical attention.
 - b. Report to the Commanding Officer of the nearest Air Force Station giving:

- (1) Location of accident.
- (2) Nature and cause of accident.
- (3) Assistance required.
- (4) Extent of injury to personnel.
- (5) Action taken to care for injured.
- (6) Place at which injured can be reached.
- (7) Any other pertinent information.

III - JUMP ATTITUDE - is the term used to describe the state of airplane during which parachute jumping is executed. The following elements are to be considered in securing Jump Attitude:

YARDS TRAVELED PER SECOND

AT SPEEDS INDICATED

	1	2	4	6	Seconds Elapsed				30	40	50	60	
					8	10	20						
90	44	88	176	264	352	440	880	1320	1760	2200	2640		
100	49	98	196	294	392	489	978	1468	1956	2464	2933		
110	54	108	215	323	430	538	1076	1614	2112	2690	3247		
120	59	118	234	352	470	588	1174	1760	2348	2934	3520		
130	64	127	254	381	508	636	1271	1906	2542	3177	3813		
140	68	136	274	410	548	684	1368	2052	2736	3420	4107		
150	73	147	293	440	587	733	1466	2200	2932	3666	4400		
160	78	156	312	470	626	782	1564	2348	3128	3912	4693		
					Yards Traveled								

MILES PER HOUR

1. Altitude

- a. In combat jumping the generally prescribed altitude will be 450 feet above the ground.
- b. For maneuvers in the States the altitude will generally range from 450 to 800.

2. Speed - An indicated air speed of 110 miles must be obtained and maintained for safe parachute exits.

3. Body Proper

- a. Neither flaps nor wheels will be used to secure jump speed (use of these cause air turbulence, making for parachute malfunctions)
- b. The ship will not glide but be under full power control of the pilot at all times.

IV COMMAND SEQUENCE

There is a definite command sequence given by the Jumpmaster to the parachutists before they make their exit. The timing of this command sequence is dependent upon the warnings given to the Jumpmaster by the pilot.

"GET READY!"

- This command is usually given upon the pilot's 10 or 15 minute warning.

"STAND UP!"

- Parachutists quickly rise and grasp anchor line cable.

"HOOK UP!"

- The anchor line snap fastener is hooked and licked on anchor line cable.

"CHECK EQUIPMENT!"

- Each jumper checks his equipment as well as the man to his front.

"SOUND OFF FOR EQUIPMENT
CHECK!"

- Each jumper yells out his respective number.

"STAND IN THE DOOR!"

- This command is given upon the flash of the red jump light which is put on by the pilot.

"ARE YOU READY!"

or

"ARE YOU HAPPY!"

- This is merely a psychological command, putting the men in a proper and humorous mood.

"GO!"

- This last command is given upon the flash of the Green Light which also is put on by the pilot.

V GERMAN PARACHUTE TROOPS IN COMBAT (T.F. FB-16)

This film showing the German invasion of Holland by paratroop units should impress the students with the reality of enemy airborne units in action. The excellent training of the German parachutists is made obvious and we should remember this of our enemy.

VI - STANDARD OPERATING PROCEDURE

1. In a night operation, the pilot when 15 minutes away from the dropping zone will signify such to the Jumpmaster in the following manner:

- a. Three short blasts of the bail out bell.
- b. A Loud verbal order ("15 Minute Warning!")

In a day operation the same procedure would be done when the pilot is 10 minutes away from the dropping zone.

2. 10 minutes away from the dropping zone, the plane formation will start reducing its speed to 110 miles per hour indicated.

3. When 5 minutes away from the dropping zone, the pilot will signify such to the Jumpmaster by:

- a. Two short blasts of the bail out bell.
- b. A Loud verbal order ("5 Minute Warning!")

At this time, the pilot having been flying at zero altitude (500 feet always maintained here at the base due to local rule) will ascend to 450 feet which is the jump altitude.

4. 2 minutes away from the exit point, pilot will put on the red caution light upon which the Jumpmaster stands the jumpers in the door.

5. When the ship is directly over and forming a perpendicular over the exit point, the green light will be put on by the pilot whereupon the parachutists will jump.

MAJOR PARTS of the PARACHUTE



TERRAIN EVALUATION

INVASION OF CRETE (F.B. 16)

WIND DRIFT

INTRODUCTION TO AERIAL DELIVERY
(T.F.- FB1-81)

FORMATION - PLANE LOADS

I - TERRAIN EVALUATION

It must be remembered that paratroopers are dropped on definite dropping areas -- areas which cannot be visualized or picked up by use of the sectional map alone. Scale of this map is 1/500,000. It is strategic. The scale is hardly large enough to give the pilot enough detail description to check his course by use of various check points in the finding of the dropping zone itself. Hence, the pilot must be cognizant and appreciative of large scale maps -- that is, the tactical map - 1/62,000 and at times -- accuracy demanding -- the terrain maps - 1/10,000.

Pilots must realise that military features of terrain primarily will serve as check points. Pilots must remember that the parachutists are fully briefed on a particular piece of dropping area. All planning is accomplished about this knowledge of this terrain. Hence, if this prescribed dropping zone is missed by the pilot, the troops can become lost, great confusion can result, control difficult to regain, valuable time lost - thus, losing both speed and surprise and greatly lessening the possibility of success in combat.

II - WIND DRIFT

Strong wind can have a profound influence on the accuracy of dropping by airplanes both from the door and parachute pack racks. All things equal, a parachute and container will drift 2.8 yards per every 100 feet of elevation per every 100 miles of wind velocity. - (Wind Drift Formula).

It must be remembered that 3 forces act upon the element or body released from an airplane.

1. Forward momentum of the ship in flight.
2. Back wash of the propeller.
3. Force of gravity.

These forces generally neutralize themselves to the extent that we can say the equipment can be released over an exit point relative to the ground and will drift from that exit point the number of yards as determined by the Wind Drift Formula.

III - FORMATION

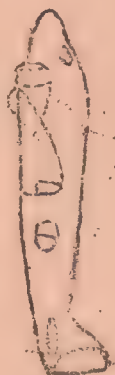
Prescribed parachute formation is the V (see diagram attached hereto)

The Troop Carrier Command leader will be responsible for the type of formation prescribed and will maintain an inter-plane communication whereby all the ships under his command will be under the same time checks and sequences so as right or wrong, all parachutes or aerial delivery units will be delivered all together in mass.

IV - INVASION OF CRETE
(FB-16)

This training film shows again the great power of an airborne undertaking. While 80% of the paratroopers were annihilated in this operation, much valuable information has been gained and we have profited from the operation.

EP 500 feet



LOF

HEADQUARTERS, THE PARACHUTE SCHOOL

EFFECTS OF WIND DRIFT

Formula:

2.8 yds of drift for each 100 feet of elevation for each MPH unit of wind.



V - INTRODUCTION TO AERIAL DELIVERY

With the showing of a training film describing a resupply mission to a Burmese outpost, students must realize many problems can arise and that improvization -- that is, using parachutes made by natives and baskets woven of weeds, etc, may become necessary to accomplish a resupply mission.

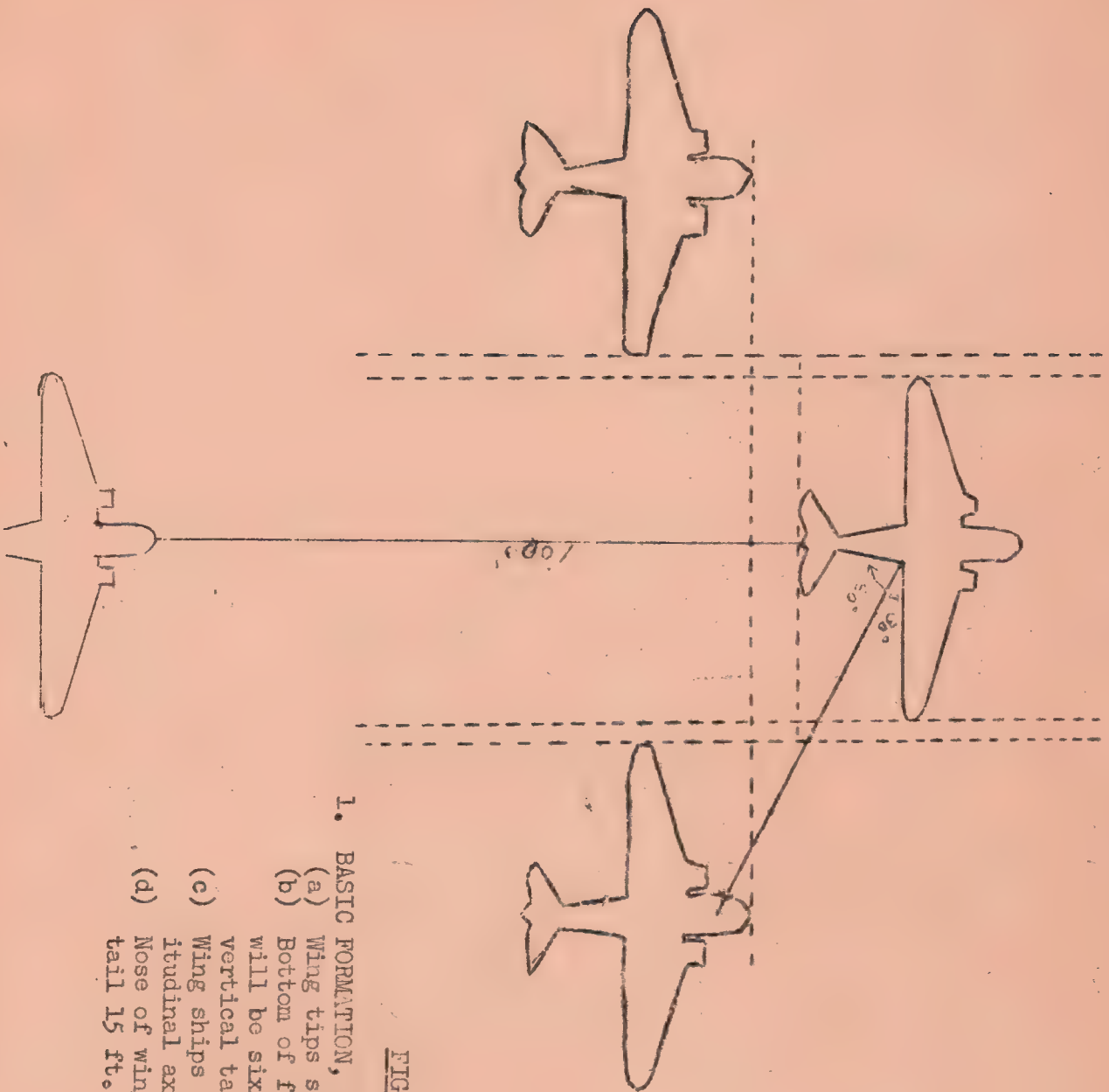
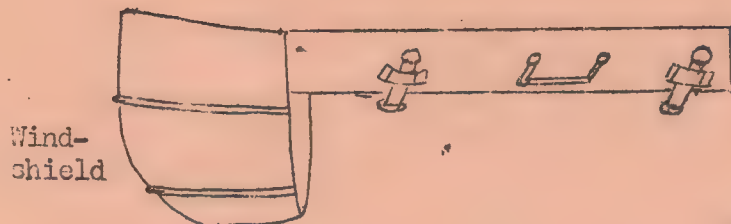


FIG 1

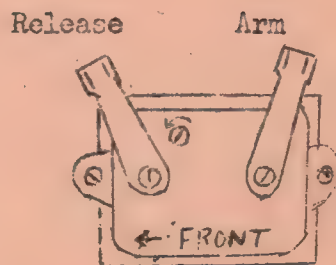
1. BASIC FORMATION, SHIP TO SHIP CLEARANCES.

- (a) Wing tips six feet apart (horizontal)
- (b) Bottom of fuselage of the wing ship will be six feet above the top of the vertical tail fin of the leader.
- (c) Wing ships position, 120° to longitudinal axis of leader.
- (d) Nose of wing ship trails the leaders tail 15 ft.

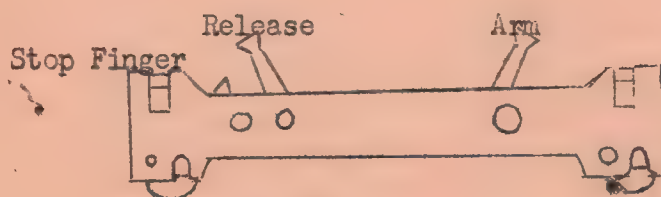
AERIAL DELIVERY UNITS



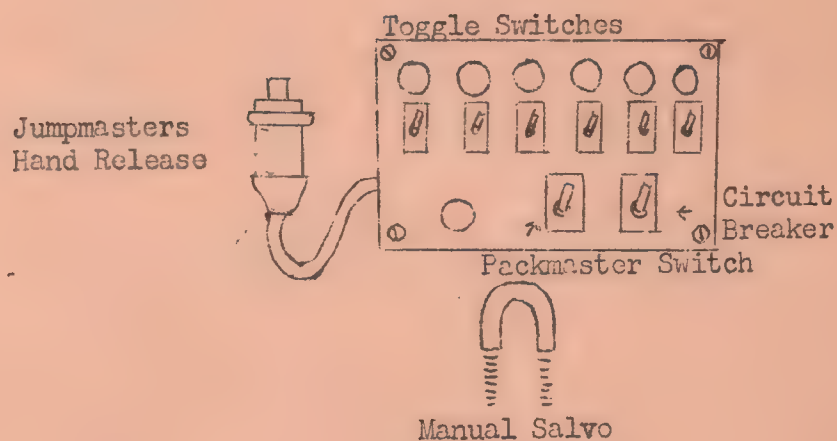
PARACHUTE PACK RACK
(6 racks per plane)



A-2 RELEASE
24 Volt



B-7 BOMB SHACKLE



----- CONFERENCES -----
VII AND VIII

NEED AND PRINCIPLE OF AERIAL DELIVERY
(T.F. - 31-1302)

ATTACHMENTS OF THE B-7 SCHACKLE
TO THE PARACHUTE PACK RACKS

PARACHUTE PACK RACKS

CONTROL SWITCH BOX

- BOMB RELEASE TYPE A-2

- BOMB SCHACKLE TYPE B-7

RIGGING THE A-4 CONTAINER IN THE PARA
RACKS

NOMENCLATURE

RIGGING THE A-5 CONTAINER IN THE " "

RIGGING THE A-6 CONTAINER IN THE " "

1. Resupply by way of air has left the doctrine of "encirclement" decayent. To successfully execute resupply by air missions, it is necessary to know detailed information as to the operation and function of the aerial delivery units of equipment.

2. G-1 parachutes with containers will successfully open at 125 feet above the ground. At such an altitude and with an air speed of 110 miles per hour, all things equal, the drift will be negative. However, the safe, prescribed altitude for dropping aerial containers is 250 feet above the ground. (The student will remember that there is a local rule with a limit of 500 feet elevation).

TROOP CARRIER/ AIRBORNE ORIENTATION COURSE

BERGSTROM FIELD, TEXAS

Conference Outline

SUBJECT: Installation Rigging and Equipment, Parachute Pack Rack, C-47 and C-53 Airplanes.

TRAINING OBJECTIVE: To give the student thorough instructions and training in the nomenclature, installation, and rigging of the Parachute Pack Racks of the C-47 and C-53 Airplanes.

TRAINING FILMS: TF-31-1302A, TF-1- 81

I Parachute Pack Racks.

A. Numbering of para-racks.

1. Numbered from rear to front, odd numbers on the right, even on the left.
2. All para-racks are marked front, center or rear.
 - a. There are two of each on each C-47 ship.

II Bomb Release, Type A-2

Definition and Purpose.

1. The A-2 release is an electrical releasing unit used to release bombs or equipment containers from bomb shackles.
 - a. Weight 2.7 pds. dust tight casing and operates from a 24 volt D.C.
2. Operation of solenoid.
 - a. The solenoid is actuated by impulse from control box which releases the arming lever and releasing lever.
3. Arming the A-2 release mechanism.
 - a. Cock the arming lever first by moving it to right until it catches.
 - b. Cock the releasing lever by moving it to left until it catches.
4. Maintenance.
 - a. Keep mechanism free from oil, dirt and other foreign matter.
5. Inspections
 - a. Pre-flight inspections.
 - b. 50 hr. inspection.

III Bomb Shackle, Type B-7

A. Purpose

1. It is the necessary link in the releasing and carrying mechanism for use with the parachute pack rack.

B. Nomenclature.

1. Composed of plate assembly, link assembly, releasing mechanism, arming mechanism, carrying hooks and carrying lugs.
 - a. Arming mechanism is applicable only to bomb loads and is not used when dropping equipment.
 - b. Plate assembly consists of the sides or body of the shackle.
 - c. Carrying lugs are the means of attaching the shackle to the parachute pack rack.
 - d. Carrying hooks are the hooks that support or carry the equipment load.
 - e. Link assembly consists of the stop finger, stop and connecting links.
 - (1) The stop engages pawl in releasing mechanism of shackle preventing carrying hooks from dropping equipment containers.
 - (2) Connecting link is the sliding section of the B-7 shackle.
 - f. Releasing mechanism is the lever to the front of the B-7 shackle that releases the pawl thereby releasing the equipment bundle from the parachute pack rack.

IV Attachment of the B-7 shackle to the parachute pack rack.

- A. Attach the B-7 shackle to the equipment containers, cock the A-3 release mechanism and attach the carrying lugs of the shackle to the hooks of the parachute pack rack.
- B. Swing the B-7 shackle up into the cocked arms of the A-3 release mechanism.
 1. Check to make sure that levers of shackle are in the levers of the release mechanism.
 2. Lock shackle in the para-rack making sure the plunger of the pack rack lever assembly is in the top hole of the para-racks.

V Control Switch Box.

A. Definition and Purpose.

1. Consists of series of lights and switches mounted in a panel installation for purpose of releasing equipment from the para-racks.
 - a. Six green lights representing the six para-racks.
 - (1) Each light will be burning when racks are loaded and properly armed.
 - b. One red light.

Rigger Division Conference Outline (Cont.)

- (1) When red light is on, it denotes that current is available to the control panel, but that current does not follow through to parachute pack rack.

c. Toggle switches.

- (1) Six toggle switches are located immediately under green lights on control panel and are numbered from one to six. These switches will always be in the "Off" position except when depressed and held to the "On" position.
- (2) One toggle switch control the current from the plane to the control panel. This is known as the "circuit breaker" switch and when "on", the red light of control panel will light.
- (3) One toggle switch controls the current from the panel to the pack racks. This is known as the "pack master switch" and when "on", the red light will go off and the six green lights will light. This indicates that all racks have the release mechanism properly cocked.

Note: The red lights must not be burning in order to release the equipment containers.

2. Testing the pack racks for proper operation.

- a. After all release mechanisms have been cocked, and green lights on control panel are lighted, test each release mechanism by depressing the toggle switches one at a time. If each release mechanism functions when the switches are depressed then everything is in readiness to re-cock the arms and load the equipment containers in the pack rack.

- (1) As each toggle switch is depressed the green light for the rack controlled by that switch will stop burning.

3. Each control panel is equipped with a jumpmasters hand switch with which the pack rack releasing mechanisms can be controlled. This switch is in the form of a push button, and the equipment containers can be released from the racks by depressing the button once for each rack instead of using the toggle switches provided on the control panel

- a. If the jumpmasters' hand switch is used to release the equipment containers, containers must be dropped in rotation; that is, No 1 must be released first, No 2 second, etc. If toggle switches are used, any rack may be released that is desired.

VI Rigging the A-4 container in the para-racks.

A. Check parachute for correct fastening.

1. Pack tray tied securely to end of container.
2. Risers snapped to correct points of suspension.
 - a. Tie surplus of risers in an accordian fold with one turn of ticket #5 cord.

Riffer Division Conference Outline (Con't)

B. Attachment of extension to A-4 container.

1. Extension is needed only on the A-4 container.
The container will not fit in para-racks without extension due to bulkiness.
2. Do not use an extension longer than 7 inches.

C. Connecting bomb shackle to the container.

1. Move stop finger towards the rear.
 - a. This causes the carrying hooks to open and permit the insertion of the V rings of the container.
2. Move stop finger to the front.
 - a. Move releasing arms to the rear until it clicks.

(1) Stop finger is to be held to the front during this operation.

D. Attachment of assembly to the para-rack.

1. Snap static line of parachute to anchor in front part of para-rack
2. Lift containers up and insert carrying lugs of B-7 bomb shackle in hooks of para-racks.
3. Pull plunger out on the parachute pack lever assembly and swing complete unit up into the para-rack using the loading bar.
 - a. Push plunger into top hole in the para-rack
4. Check arms of the B-7 bomb shackle that they are set in the A-3 release recesses.

VII Rigging the A-5 and A-6 containers in the para-rack.

- A. Make same check on parachute as performed on A-4 container.
- B. The operation is identical for these containers except the attachment of an extension. Both containers can be used in the para-racks with extensions. The A-5 is preferred due to its strength, durability and simplicity.

#873 (1-14-44) 500

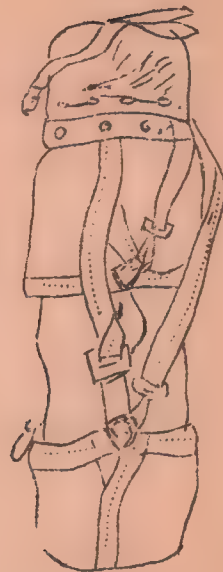
AERIAL DELIVERY CONTAINERS

A-4



Load limit 200 lbs.
Miscellaneous supplies such as food, clothing, tents, water containers, medical supplies, radio equipment, etc.

A-5



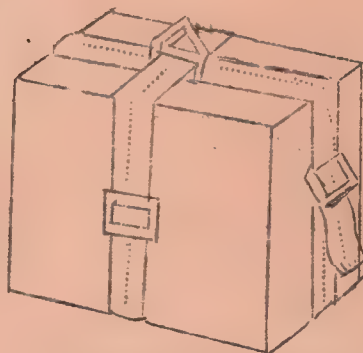
Load limit 300 lbs.
Developed for aerial delivery of rifles, machine guns, mortars with their ammunitions and other items of equipment.

A-6



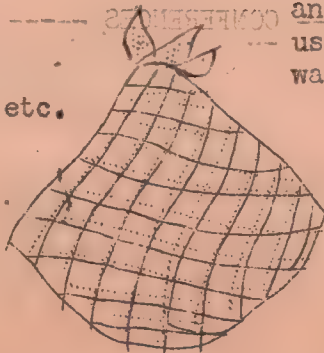
Load limit 150 lbs.
Light delicate medical equipment, plastic water containers, radar equipment, etc.

A-7



Load limit depends on the construction of the sling.
Used for delivering 30, 45, and 50 cal. ammunition. Also used for delivering 5 gal. water cans.

A-10



Load limit depends on the strength of the net. It is intended for the delivery of miscellaneous equipment that is too bulky for other containers.

ANALYSIS OF AIRBORNE COMBAT OPERATIONS AND MANEUVERS

PLANNING AN AIRBORNE OPERATION.

STUDY OF AIRBORNE FIELD ORDERS

MISSION OF THE TROOP CARRIER COMMAND (T.F. 1-3323)

REVIEW OF COURSE

EXAMINATION

I - ANALYSIS OF AIRBORNE COMBAT OPERATIONS AND MANEUVERS

1. Airborne mission at Lae successfully executed but value of final outcome in ground accomplishment is questionable.

2. In the Sicilian campaign -- liaison higher headquarters could have been improved.

3. In Italy airborne operations were extremely successful and dropping, particularly at Agripola, accurate.

Operations are thoroughly discussed and analyzed, using maps, etc. and scrutinizing the areas, profiting by the mistakes.

Study of 507th and other regimental airborne maneuvers at Alliance, Mackall, etc. is made.

II - PLANNING OF AIRBORNE OPERATION

This is thoroughly discussed in light of War Department Training Circular No. 113 (See diagrams attached hereto).

III - STUDY OF AIRBORNE FIELD ORDERS

An Airborne Field Order is broken down into its components -- the channels of operation scrutinized from an issuance of higher headquarters to the lowest subordinate unit. Clear understanding of Field Order procedure will help the student in executing the airborne missions in stages IV and V.

IV - MISSION OF THE TROOP CARRIER COMMAND
(T. F. 1-3323)

This training film is an excellent review, showing the briefing of an airborne mission to the actual completion of air landing troops.

V - REVIEW OF COURSE

A general review is given of the entire Airborne Orientation Course with the principles stressed and the floor left open for general questions.

VI - EXAMINATION

An examination is given not only to secure some form of grade but more important, to secure a criteria to measure our methods of instruction.

Students are encouraged to come to the office of this Parachute Detail (New Ground School Building) for any information relative to the Airborne.

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Drop Attitude:

Drop Speed:

THE INDEX

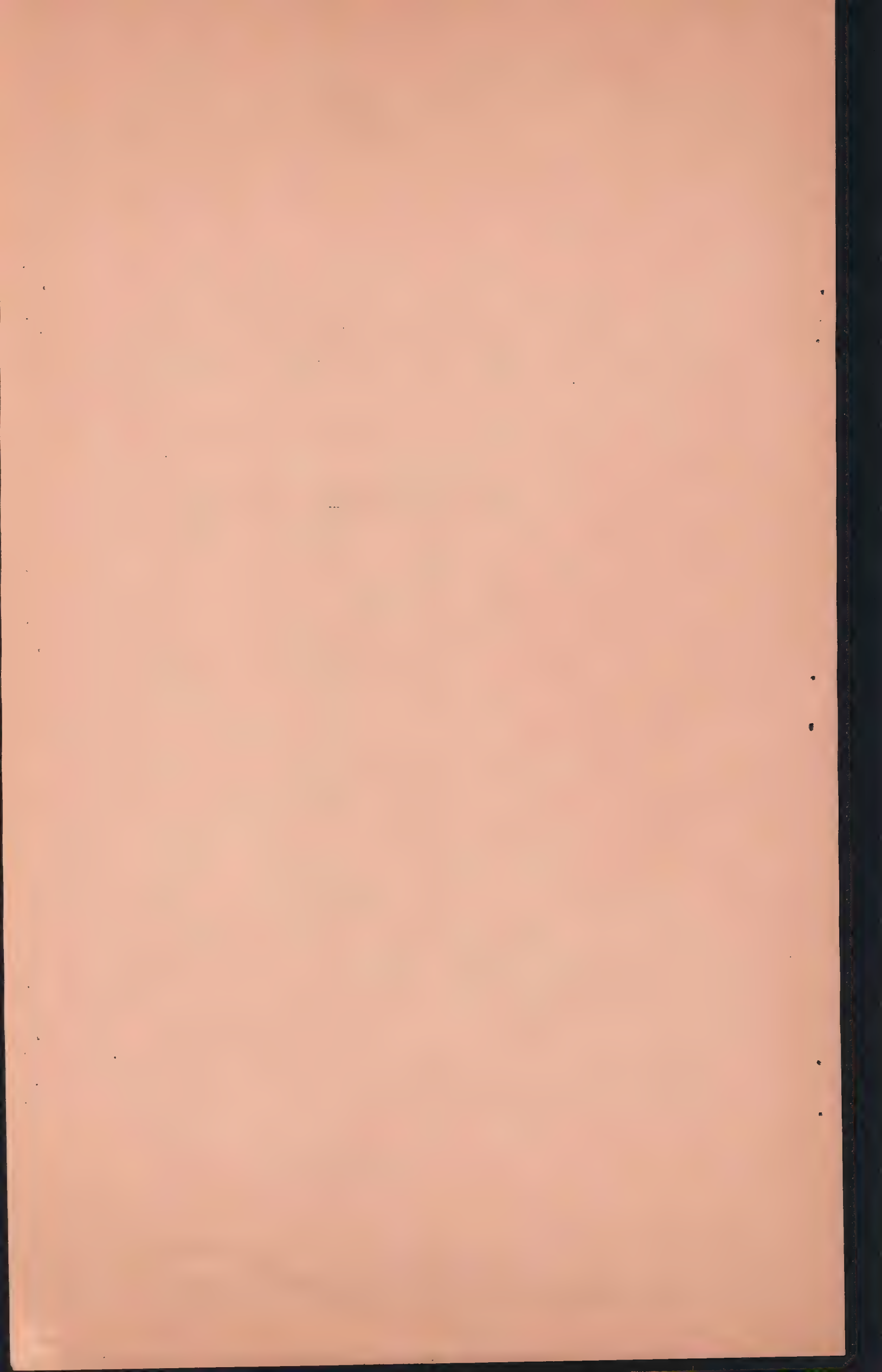
Miscellaneous D. b.:

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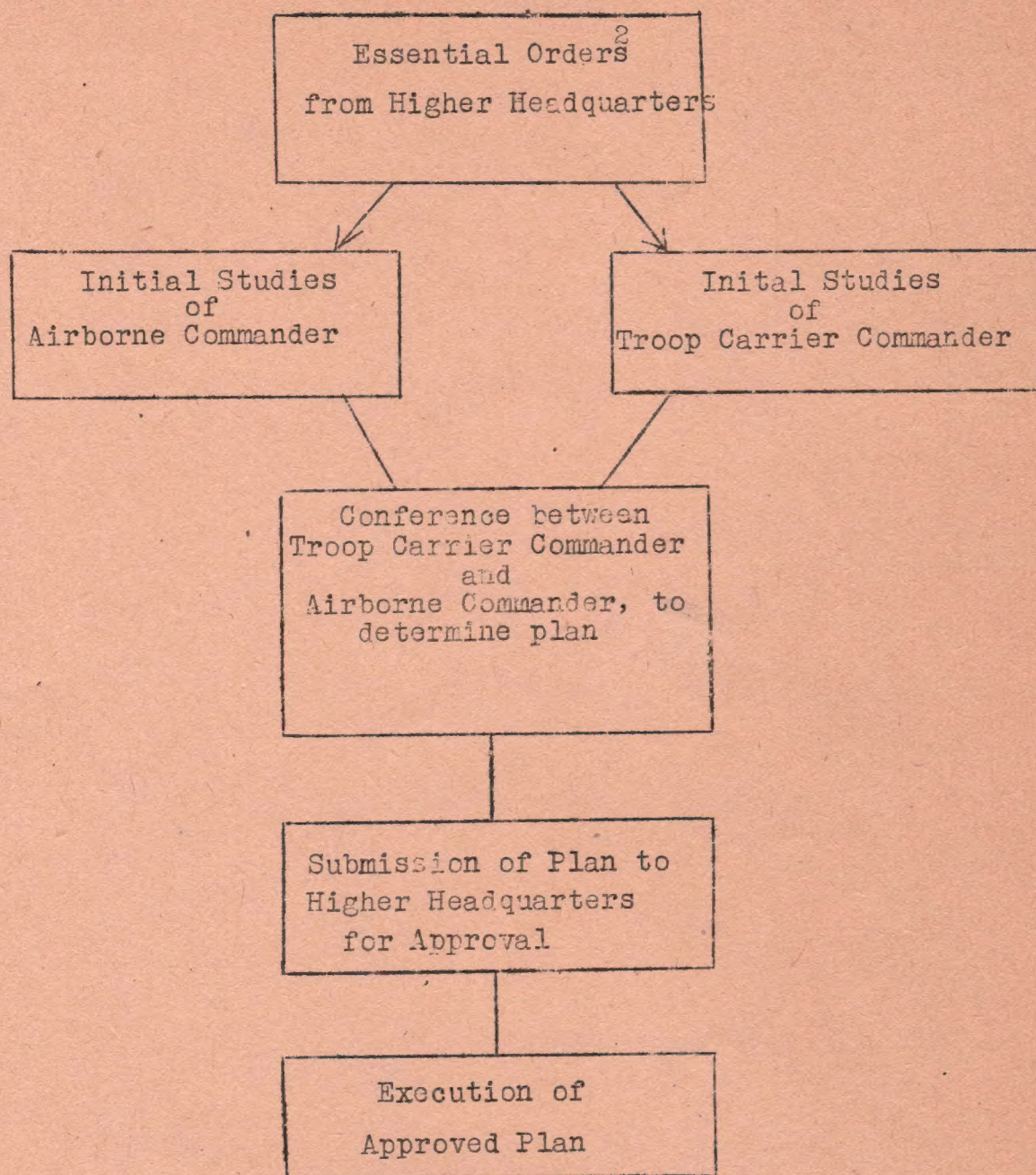
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Schematic Diagram, Planning Phases Of An Airborne Operation*

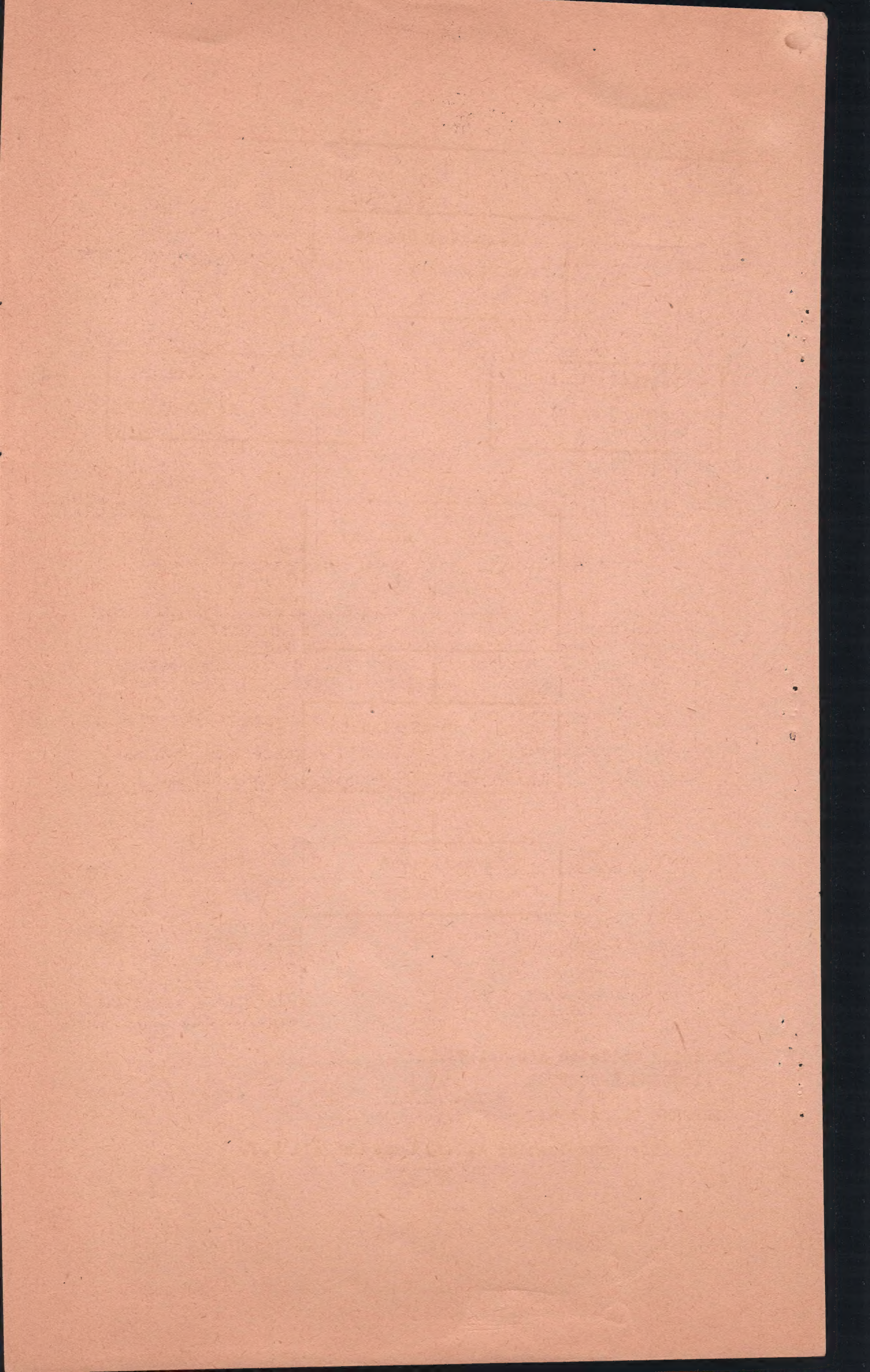


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Training Bulletin A/B No. 7

PLANNING PROCEDURE
FOR
AIRBORNE OPERATIONS

The Airborne Command A.G.F. Camp Mackall N.C.



Standard Operating
Procedure For An
Airborne Operation

TASK
FORCE

Air Task Force

Unit to be Moved

Orders To The Air
Task Force

- a) Composition Of Air Task Force
- b) Mission Of A.T.F.
- c) Unit To Be Trans.
- d) Length Aircraft Required etc.

Orders To Unit To
Be Moved.

- a) Composition
- b) Mission & Destination
- c) Designation Of Departure Airport
- d) Supply

Initial Studies

- a) No. Type Craft Available.
- b) Distance From D.Z. & Airport.
- c) Plan Of Support.
- d) Long Range Forecast

Initial Studies

- a) General Plan Of Action
- b) Wt. Supplies & Equipment
- c) Method Of Loading ect.

Conference Between The Commander Of the Unit to Be Moved And the Commander Of the Air Task Force.

- a) General Considerations (Combined Training; ect.
- b) Arrangements At Departure Airports (Loading Point For Each Plane; ect.
- c) Arrangements For Movement to Destination (Support & Reconnoissance)
- d) Arrangements At Destination (Coordination Of Parachute & Airlanding)
- e) Subsequent Movements (Resupply And Evacuation.

Plans & Orders Of Air
Task Force Commander.

- a) Gaining Air Superiority
- b) A.A. Coordination
- c) Air-Ground S.O.P.

Plans and Orders Of
Unit to Be Moved

- a) March Table
Entraining Table
- b) Loading Airplanes

Accomplishment
Of
Battle Task

